

REMARKS

This is in response to the Office Action of October 25, 2002, in the above-identified patent application.

In that Office Action, all of the Claims 1-12 were rejected under 35 USC 101. In particular, Claims 1-12 were rejected under 35 USC 101 because, in the opinion of the Patent Office, the disclosed invention is inoperative and lacks utility in that it allegedly contradicts the doctrine of principle of conservation of energy. It is the position of the Patent Office that the claimed invention is some kind of a perpetual motion machine.

Applicants respectfully traverse the rejection under 35 USC 101. The invention disclosed and claimed is in no way a perpetual motion machine, and it does not violate the doctrine or principle of conservation of energy. The subject matter disclosed in the application relates to an energy system for an electric vehicle. In accordance with the disclosed invention, batteries 16 provide power to a (starter) motor 18 which is coupled to generator 20. Generator 20 powers motor 14, which in turn is coupled to the drive train and axles of the vehicle. (To better show this latter aspect, Applicant proposes to amend Figure 2 to show line 21 coupled from the motor to the rear axle of the vehicle.)

The energy provided by the system is not perpetual. The motor begins to slow down in response to the load of the vehicle, the wind resistance, and the resistance from the road, etc., and requires energy from generator 20. Motor 18, which has a direct link to batteries 16, provides the generator with stable rotation. Of course, over time, the batteries will require recharging or replacement. Thus, in the system, energy is consumed. The Patent Office has not explained how such a system violates the principle of "conservation of energy."

Without acquiescing in the correctness of the Examiner's rejections, Applicants have, nevertheless, replaced Claims 1-12 with Claims 13-19. (Applicants reserve the right to prosecute similar claims to those cancelled in the future.)

New Claim 13 is directed to a rotor and generator assembly for use in an electric vehicle. The rotor includes a top portion and a base plate attached to the top portion. The top portion and base plate include a plurality of uniformly spaced cavities disposed about the center of the rotor, which define a plurality of raceways. A plurality of mobile weights are provided within the raceways, which weights are adapted for movement within the cavities. The rotor and generator assembly are held by a framework attached to the body of the vehicle. The framework includes first and second double-bearing assemblies. Applicants respectfully submit that the rotor and

generator assembly of Claim 13 is neither shown nor suggested in any of the art thus far made of record.

Favorable consideration of new Claims 13-19 is respectfully requested. Applicant acknowledges the Examiner's requirement that a working model of the invention be provided to demonstrate its operability. However, in view of the comments above and the changed scope of the pending claims, Applicant respectfully submits that working model should not be required.

Reconsideration and allowance of the pending claims are respectfully requested.

Respectfully submitted,

  
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